MUNICIPAL YEAR 2014/2015 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

OPERATIONAL DECISION OF:
Director – Regeneration and Environment

REPORT OF:
David B Taylor
Head of Service: Traffic and Transportation

Agenda – Part: 1	**KD No: KD 4046**
Subject: **Procurement of Consultants to Complete the Northern Gateway Access Package Feasibility Studies**	
Wards: Enfield Lock, Enfield Highway, Turkey Street, Southbury (part), Ponders End	

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1. EXECUTIVE SUMMARY

This report seeks operational approval to procure consultants to take forward feasibility technical assessments (Strategic Traffic Modelling; Regeneration and Economic Impact Study) ("Study") of the Northern Gateway Access Package ("NGAP") utilising Transport for London's ("TfL") Professional Services Framework – Transport Planning and Impact Monitoring ("TPIM"). This is an important stage of assessment that will inform an eventual Cabinet resolution as to whether or not the Council should progress the link road (Northern Gateway Access Road) ("NGAR") project of NGAP.

2. RECOMMENDATIONS

That the Director - Regeneration and Environment approves the commencement of procurement of consultants to deliver the Study up to the estimated value of £250,000. Further details of the specification of the Study are set out at Annexes One and Two.

3. BACKGROUND

3.1 The Bullsmoor Lane/Mollison Avenue/Meridian Way corridor (A1055) is one of the busiest roads in the borough, carrying an average of 22,000 vehicle movements per day. Much of the traffic is heading either to or from the M25 and has to pass through the heavily congested A10/Bullsmoor Lane junction to reach Junction 25.

3.2 The high level of traffic and the associated congestion is not only a problem for businesses in the area, but also for the many people who are impacted by the resultant severance, noise and poor air quality.

3.3 In response to these problems, the Council has previously promoted NGAR to provide an indirect access to Junction 26 of the M25.

3.4 The Public Inquiry in 2001 led to the Secretary of State refusing planning permission for the scheme for the following main reasons:

- The balance of environmental dis-benefits were not outweighed by the regeneration benefits;
- The scheme failed to demonstrate that there were very special circumstances which justified such development in the Green Belt;
- Concern over Nature Conservation issues; and
- Issues about the traffic implications of the scheme and the robustness of the associated traffic study.

NGAP

3.5 The Council wants to ensure that improvements to transport are coordinated across North East Enfield, so that there is a joined up approach to encouraging a shift towards more sustainable means of travel. The Council is leading NGAP, which will provide this coordinating framework as established through the Council's Local Plan documents including the adopted Core Strategy and the Proposed Submission North East Enfield Area Action Plan ("NEEAAP").

NGAP Objectives

3.6 NGAP is a package of transport improvements across North East Enfield with the objectives of:

- Improving connectivity by all modes for existing businesses and residents;
- Enhancing Brimsdown and other parts of north east Enfield as a place to do business;
- Addressing existing transport impacts, including severance, congestion and poor air quality; and

- Ensuring that the necessary transport infrastructure is in place (including pedestrian and cycle infrastructure) to support planned population and employment growth in North East Enfield and the wider Upper Lee Valley.

NGAP Projects

3.7 With the aim of improving movements around North East Enfield, NGAP comprises a range of investments for rail and road users, pedestrians and cyclists as well as the management of travel demand and traffic. The potential projects include:

- The protection of local residential areas from rat-running traffic;
- Junction improvements and local traffic management measures;
- Improved access to the M25, such as a potential new access link between the A1055 and the A121 (NGAR) to connect to junction 26 of the M25, mitigating the impact of the scheme in Rammey Marsh as much as possible;
- The West Anglia Mainline Enhancement project (3/4 Tracking) to bring increased train frequencies. Stakeholders are pressing for four-tracking to be delivered early in Control Period 6 (2019-2024) and this will enable Crossrail 2 to come forward. Crossrail 2 is being promoted by Transport for London and Network Rail as one of the key long term projects needed to support London's rapid growth. However, the earliest that the Crossrail 2 option would be operational and open to the public is by the early 2030s;
- Exploring the impacts of the future closure of level crossings at Enfield Lock and Brimsdown Stations. An initial baseline stage of assessment has been completed and further feasibility work is currently being explored;
- Measures to retain and improve local connectivity for pedestrians, cyclists (Includes schemes as part of LBE's Cycle Enfield Project and routes identified through NEEAAP), buses and local car journeys;
- Improved access to local railway stations;
- New and/or improved bus routes providing penetration to existing areas and future development sites; and
- Promotion of workplace travel plans and other demand management techniques, including the potential to re-time deliveries.

Work to Date

3.8 Pre-feasibility modelling work utilising TfL's latest highway assessment model was completed in April 2014. A 2009 and 2031 reference case has been developed so that the impact of NGAR can be estimated.

3.9 The work to date suggests that NGAR could deliver some reduction in traffic on Bullsmoor Lane and the A10. There would also be a significant reduction in traffic in Waltham Cross in Broxbourne. Roads experiencing a significant increase in traffic include Abbey View and Meridian Way (A121) in Epping.

3.10 However, the current traffic model needs to be enhanced to more accurately reflect the impact of NGAR across the study area and other potential options. In addition, options for funding project development up to a potential Inquiry and actual scheme delivery need to be identified together with assessing the economic and regeneration impacts that could be delivered in Enfield and wider Upper Lea Valley corridor.

Next Steps

Strategic Traffic Modelling

3.11 The principal application of the enhanced strategic traffic model is to assess present and future traffic conditions, with and without key elements of the NGAP package. Therefore the main objectives of this element of the Study are:

- To provide a detailed understanding of network pressures in the study area;
- To assess alterative options for improving access to the M25;
- To use the outputs for developing a Business Case for NGAP;
- To use the model to assess the impact of potential future level crossing closures on the strategic road network and planned replacements; and
- To use the model as a tool for consultation with the Highways Agency and neighbouring boroughs.

Regeneration and Economic Impact Study

3.12 The objective of this element of the Study is to provide an independent assessment of the likely regeneration and socio-economic impacts of the NGAP package of projects cumulatively and individually as far as technically possible. The impacts need to be shown with and without the package of projects. The traffic modelling alongside this study will be considering scenarios defined by three broad categories:

- High non-car modal split;
- Traffic management options; and
- Infrastructure options.

3.13 The purpose of the Study is to allow the Council to conduct a review of the relative strengths and weaknesses of the case before proceeding with more detailed planning and development work. This broad

preliminary assessment, therefore, will be considered as the start of developing both a strategic and detailed business case in line with HM Treasury and DfT guidance (e.g. WebTAG) and the scope of the study reflects this.

3.14 The estimated figure of £250,000 assumes the Study will be procured through TPIM to produce these assessments to enable the Council to make an informed decision as to whether or not the Council should progress the link road (NGAR Project) of NGAP.

4. ALTERNATIVE OPTIONS CONSIDERED

4.1 The main alternative option considered is to procurement the Study through a separate procurement by the Council. Given its value, this would require a procedure compliant with the Public Contract Regulations 2006.

4.2 This option has been rejected as a separate procurement would have negative time and cost implications for the Council and in our view is not likely to result in better value or quality than use of TPIM.

4.3 Moreover, TPIM is available for boroughs to use to commission a range of consultancy support. As TPIM has been subject to a compliant procurement process, the Council is able to access it in accordance with its Contract Procurement Rules and its public procurement law. TPIM is made up of number categories, typically 10-14 consultants on each. TPIM requires, dependent on the category that meets the specification, that all consultants within the chosen category be invited to bid. TPIM is suitable for major projects and as such is the most efficient way to procure commissions of this scale.

5. REASONS FOR RECOMMENDATIONS

Director approval is required for the procurement of consultancy services of this nature. The work will be compliant with the Council's Contract Procedure Rules.

6. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES, AND OTHER DEPARTMENTS

6.1 Financial Implications

6.1.1 The estimated Consultancy costs to Complete the Northern Gateway Access Package Feasibility Studies is £250k. The studies include the Strategic Traffic Modelling and Regeneration and Economic Impact Study.

6.1.2 The Strategic Traffic Modelling Study estimated to be £180k will be funded as follows:

	2014/15	2015/16
	£000	£000
S106	0	85
LIP	45	50

6.1.3 The Council must ensure that the funding is spent within the deadline in accordance with the terms of the s.106 Agreement.

6.1.4 The Regeneration and Economic Impact Study of £70k will be funded from the Local Plan reserves.

6.1.5 Corporate Procurement has reviewed the TPIM framework contract and confirmed that it is suitable for use by the Council.

6.1.6 This stage of NGAP technical services procurement was verbally reported and agreed at the Council's Strategic Procurement Board (SPB) on the 19th November 2014.

6.1.7 Any related proposals with cost implications would need to be subject to separate reports and full financial appraisal.

6.2 Legal Implications

6.2.1 The procurement processes for technical services will be carried out via a min-competition process utilising TPIM and will be compliant with the Council's Contract Procedure Rules and public procurement law.

6.2.2 We understand that the Access Agreement entered into in relation to the previous iteration of "Engineering and Project Management Framework" ("EPMF") will extend to any call-off by the Council under the new TPIM.

6.2.3 We understand that there is a tentative proposal in play between the Council, Epping, Essex, Hertfordshire and Broxbourne in relation to a partnering approach to the Study. The tentative proposals are that these partner authorities may contribute towards the costs of the Study. In return, they will have access to some of the Study's underlying base models which will reduce the costs of undertaking similar work in relation to their own areas. We understand this will be discussed further following procurement of the consultants, and that documenting of this arrangement will be considered at that time.

6.3 Property Implications

There are no specific property implications at this stage.

7. KEY RISKS

7.1 **Challenge of procurement processes:** There is a risk of challenge inherent in any procurement process. However, on the basis that TPIM is a property procured framework available to London Boroughs, and is within its original term (which is normally four years as a maximum) the Council is entitled to use it to engage consultants in accordance with its terms and without a fresh procurement.

7.2 **Project delays:** The project team has identified milestones with adequate tolerances built into the programme. Initial work has been done to ensure that consultancies that bid for this work have the expertise and capacity to undertake this work. Some elements of the project are themselves data reliant and have the potential to result in delays through dealing with additional volumes of work. Measures such as effective consultation and complying with the Duty to Co-operate Regulations will be important to mitigate this given the sub-regional implications of the project. This is a risk that would be monitored and managed throughout the process by the Project Manager carrying out regular risk assessments.

7.3 **Additional costs:** The commission will be on the basis of a fixed fee and will be reviewed throughout this feasibility stage of the project. A sufficient budget has been set to secure the delivery of the identified technical assessments.

8. IMPACT ON COUNCIL PRIORITIES

8.1 Fairness for All

The NEEAAP sets out the strategic objectives for NGAP. This feasibility stage for the potential link road element of NGAP could identify benefits in future economic investment and regeneration and in turn employment; and potential environmental benefits (air quality) with improvements to the traffic circulation within the inner borough road network.

8.2 Growth and Sustainability

The NEEAAP sets out the strategic objectives for NGAP and provides a positive statutory framework for attracting investment and managing the delivery of growth. The NGAP project has the potential to transform the area, supporting growth and promoting sustainable means of transport.

8.3 Strong Communities

The objectives of NGAP are supportive of strong communities particularly in terms of ensuring consideration is given to addressing

existing deficiencies and providing new infrastructure to improve existing communities/businesses and support future growth in the area.

9. EQUALITY IMPACT IMPLICATIONS (Draft)

Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment/analysis is neither relevant nor proportionate for the approval of this report.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

The NEEAAP that sets out the strategic objectives for NGAP appears under 2.Growth and Sustainability of the Council's Business Plan under item 2.10 'Improved quality of life for residents through regeneration of priority areas'.

11. HEALTH AND SAFETY IMPLICATIONS

The report recommendation raises no specific health and safety implications.

12. PUBLIC HEALTH IMPLICATIONS

The NGAP project will have a positive impact upon the health and well-being of the public in this part of Enfield in terms of improving the environment, encouraging healthy lifestyles, reducing pollution and improving social cohesion.

Background Papers

None.

Annex 1

Project Specification for Northern Gateway Access Package Option Development and Strategic Traffic Modelling

1 Introduction

This specification sets out the technical and administrative requirements for a study to identify and model a limited range of options to improve movement in North East Enfield and the surrounding area.

2. Northern Gateway Access Package (NGAP)

2.1 The Council wants to ensure that improvements to transport are coordinated across North East Enfield (NEE) and the surrounding area, so that there is a joined up approach to encouraging a shift towards more sustainable means of travel. The Council is leading the project known as the Northern Gateway Access Package (NGAP) which will provide this coordinating framework.

NGAP Objectives

2.2 NGAP will coordinate transport improvements across NEE as a whole with the objectives of:

- Improving connectivity by all modes for existing businesses and residents;
- Enhancing Brimsdown and other parts of NEE as a place to do business;
- Addressing existing transport impacts, including severance, congestion and poor air quality; and
- Ensuring that the necessary transport infrastructure is in place (including pedestrian and cycle infrastructure) to support planned population and employment growth in North East Enfield and the wider Upper Lee Valley[1].

NGAP Projects

2.3 With the aim of improving movements around north east Enfield, NGAP comprises a range of investments for rail and road users, pedestrians and cyclists as well as the management of travel demand and traffic. The potential projects include:

- The protection of local residential areas from rat-running traffic;
- Junction improvements and local traffic management measures;
- Improved access to the M25, such as a new access link between the A1055 and the A121 to connect to junction 26 of the M25 , mitigating the impact of the scheme in Rammey Marsh as much as possible;
- The West Anglia Mainline Enhancement project (3/4 Tracking) to bring increased train frequencies. Stakeholders are pressing for four-tracking to be delivered early in Control Period 6 (2019-2024) and this will enable Crossrail 2 to come forward. Crossrail 2 is being promoted by Transport for London and Network Rail as one of the key long term projects needed to support London's rapid growth. However, the earliest that the Crossrail 2 option would be operational and open to the public is by the early 2030s;Exploring the impacts of the future closure of level crossings at Enfield Lock and Brimsdown Stations.

[1] As defined in the Upper Lea Valley Opportunity Area Planning Framework

An initial baseline stage of assessment has been completed and further feasibility work is currently being explored;

- Measures to retain and improve local connectivity for pedestrians, cyclists (Includes schemes as part of LBEs Cycle Enfield Project and routes identified through NEEAAP), buses and local car journeys;
- Improved access to local railway stations;
- New and/or improved bus routes providing penetration to existing areas and future development sites; and Promotion of workplace travel plans and other demand management techniques, including the potential to re-time deliveries.

3. Background – Strategic Traffic Modelling

3.1 Initial pre-feasibility strategic traffic modelling was completed in March 2014 utilising Transport for London's latest East London Highway Assignment Model (ELHAM) Production 2 (P2). The HAM Production 2 version of ELHAM has undergone significant enhancements since the HAM Production 1 version. Improvements included additional network and zone detail, additional count and journey time data, a new prior matrix starting point and a number of analyses and reporting tools to accompany the model. Like the P1 version, the model is still based on 2009 traffic demand and condition data. All this work is leading to better calibration and validation statistics and a more robust tool for assessing current and future traffic conditions and the impact of development but requires further work.

3.2 The P2 version was recently used to test the initial assessment of NGAR during AM and PM peak hours to help inform London Borough of Enfield (LBE) whether the scheme generated sufficient time saving and other benefits to justify being taken forward for further consideration. However, an initial review and validation check of the model against the current network and the observed traffic data showed that the model was not sufficiently robust around the study area.

3.3 It is worth noting that the ELHAM model is a strategic model with a wide geographical coverage. In the model, Enfield and the area to the west of the proposed link road is close to the boundary of the simulation area that falls between ELHAM and North London Highway Assignment Model (NoLHAM). This partly explains why the model is showing poor validation in the local area of the project. The model therefore needs to be enhanced to improve the model validation and to make it 'fit for purpose' to assess the options to improve local accessibility. The model should also be sufficiently robust in the wider area outside Enfield to make the impact of the projects on relevant roads in Hertfordshire and Essex as well as J25 and J26 of the M25.

4. Project Objectives

4.1 The principal application of the enhanced traffic model is to assess present and future traffic conditions, with and without key elements of the NGAP package. Therefore the main objectives of the strategic modelling are as follows:

- To provide a detailed understanding of network pressures in the study area;
- To assess alterative options for improving access to the M25;
- To use the outputs for developing a Business Case for NGAP;
- To use the model to assess the impact of potential future level crossing closures on the strategic road network and planned replacements; and
- To use the model as a tool for consultation with the Highways Agency and neighbouring boroughs.

5. Key Modelling Issues

5.1 The consultant should consider the following issues during the development of the updated model, and the recommended approach to these issues should be presented in their proposal:

- Although the simulation area is quite large, Enfield and the area to the north and the west of the study area is at the boundary of the simulation area. The consultants will need to meet with the adjoining authorities to consider further refinement of the network and the zone system in order to be able to assess the impact of proposals more effectively.

- The modelling exercise should concentrate predominately on the roads within the vicinity of the study area as well as known alternative routes in other adjoining local authority areas. As a general guide, it is recommended that the extent of the model area for refinements/ improvements should be a 5km boundary as shown in Figure 1 and Figure 2. However, it is recognised that this will be subject to change and the consultants will need to meet adjoining authorities to ensure that the model reflects all roads likely to be impacted by the project.

- Although not an exhaustive list, particular routes that have been highlighted for investigation outside the study area include:
  - Tottenham Hale Gyratory
  - Wake Arms Roundabout (junction of A121, B1393 & B172)
  - M11/M25
  - M11/J7a

- It should also be noted that ELHAM should not be cordoned for this work.

Figure 1: The recommended study area boundary for improvements

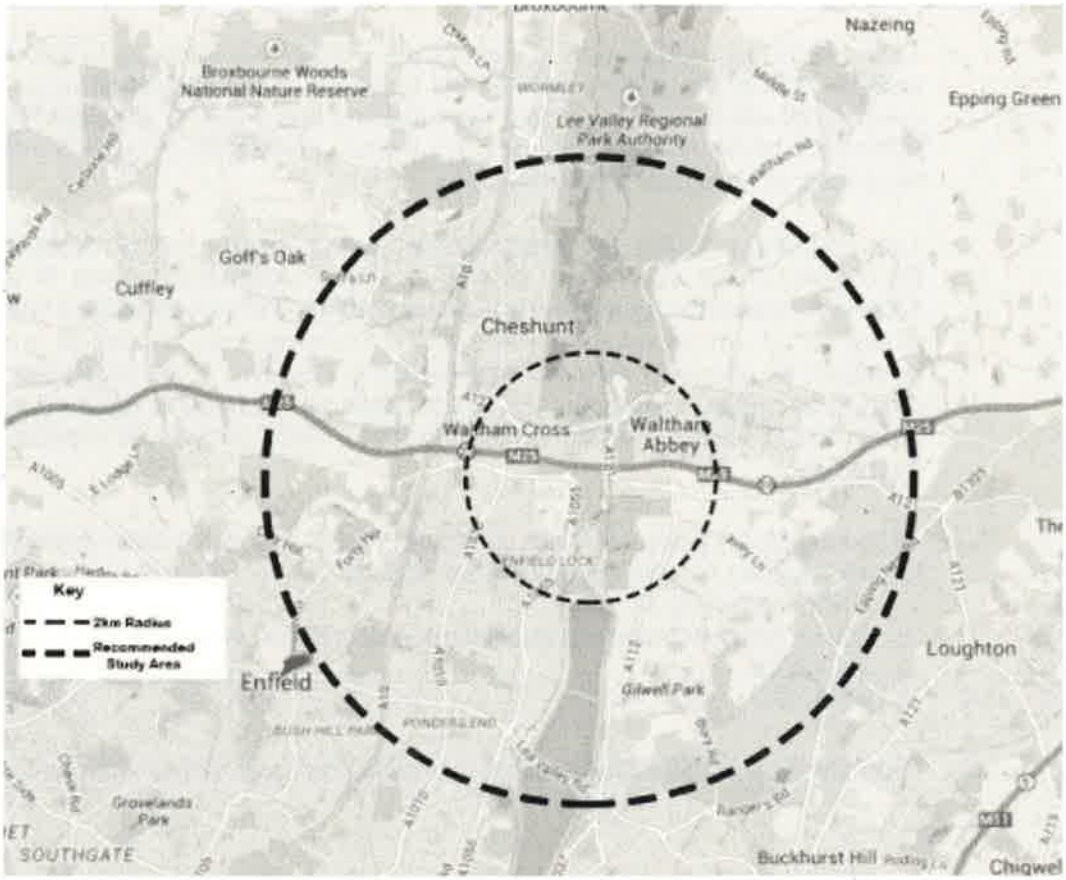
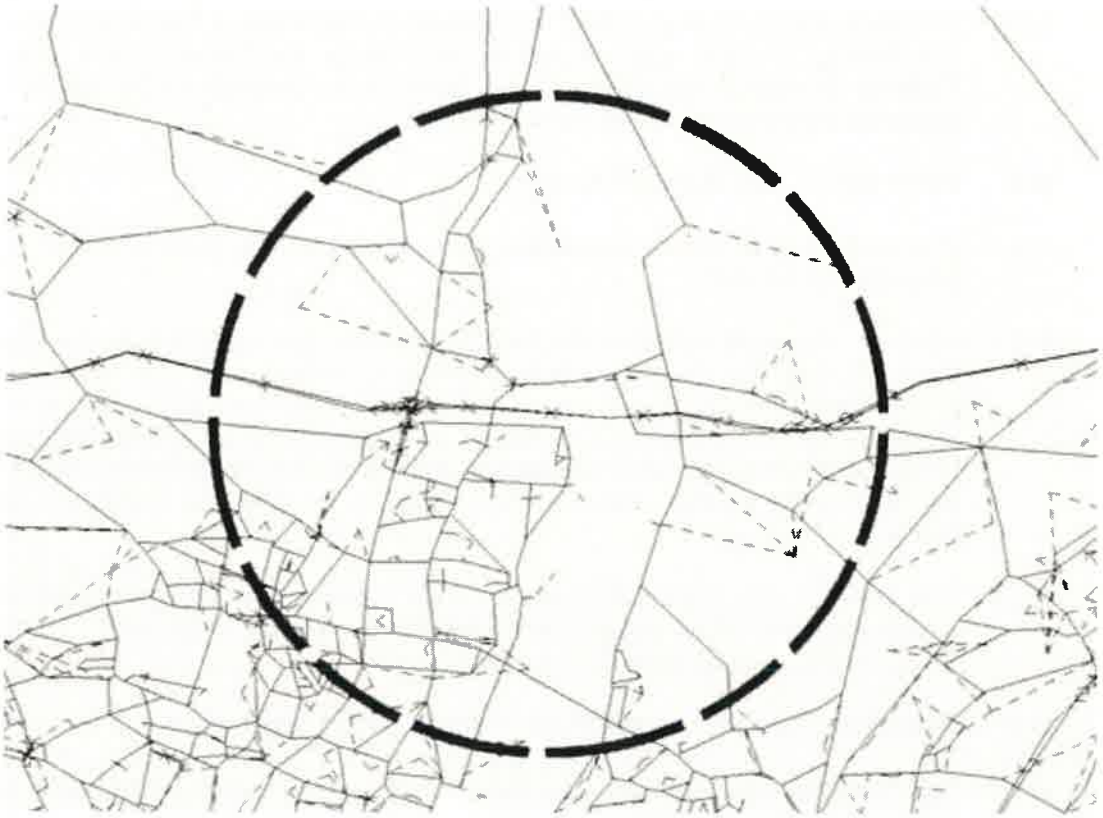


Figure 2: The recommended study area of the network for improvements



- The modelling of both M25 J25 and J26 will need to be sufficiently detailed and robust in order to be able assess the impact of options on both junctions.
- Both A1010 and Bullsmoor Lane carry a large volume of HGV's. It is therefore important that the HGV's are well represented in the model.

5.2 The modelling should follow the TfL guidelines as set out in TfL's Strategic Highway Assignment Modelling Guidance for calibration and validation of the enhanced model. The consultant should ensure that the model is sufficiently robust to stand technical scrutiny by third parties including the Highways Agency and neighbouring boroughs.

6. Project Study Scope & Methodology

6.1 The Council wish to appoint a consultant to update and revalidate the existing ELHAM model to represent the current 2014 travel patterns and conditions around the study area in order to enable a robust assessment of the project and develop a Business Case.

6.2 The strategic modelling should use TfL's latest ELHAM version (expected to be

P3[2]) for both the base and the future 2021 and 2031 Reference Case. All scenarios should be modelled for the AM, Inter Peak and PM weekday peak hours and should include the PASSQ option of ELHAM as it is currently modelled.

6.3 The study should be undertaken in stages as featured within the HAM Guidance. The findings of each stage should be reported to the Council, TfL's Strategic Highway Modelling Manager and the wider cross borough officer group. The expected deliverables are set out in Section 8.

6.4 Stage one - Local Network Audit

6.4.1 This stage would include assessing the suitability of the ELHAM model in the base and future year.

6.4.2 Although, the initial review of the model has shown that validation is poor around the study area, the Consultant is expected to undertake their own network audit of the base year and future year network[3] and if the modelled network in the vicinity of the corridor and a 5km radius is represented at an appropriate level of detail. Coding and operation checks should be made for all modelled junctions on the corridor. In addition network routing checks for cars and HGVs should be made.

6.4.3 The forecast year test would pick up where network and zoning enhancements maybe required. More detailed requirements are set out in the HAM Guidance which would be made available on appointment.

6.5 Stage two - Local base year model validation & calibration

6.5.1 This stage involves determining what level of model enhancement is likely to be required and the validation of the ELHAM model in the local area.

6.5.2 This would include assessment against screenline count data, additional count data and modelled and observed journey times on key routes in the vicinity of the area in all three modelled periods. Detailed requirements are set out in the HAM Guidance Note and supporting sign off tables which will be made available on appointment.

6.5.3 Performance improvements should be made to ELHAM covering the network and demand as necessary in the local area and area of influence. The model should provide a high degree of validation on the immediate area of the project, A1010 and A1055 and A121. Other roads/junctions within the 5km radius should also validate well, including the A10 and Junction 25 and 26 of the M25. Validation should be suitable for abstraction of flows and journey times for input into local models as well as for the business case of the project.

6.5.4 The validation and calibration of the model should be in accordance with WebTAG.

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[2] The P3 version will include enhancements in the Broxbourne area and updated LTS data. The 2012 base is expected to be available in January 2015, with future year reference cases expected in March 2015.

[3] To include data on network safety

6.5.5 This stage should include the following;

- Check all coding and making necessary changes to represent the 2014 network. This will include all changes in the network between 2009 and 2014. This should include but not be restricted to:
  - Links descriptions such as link lengths, correct number of lanes, use of speed-flow curves, bus lanes coded;
  - Turn coding to include banned turns, lane allocations, saturation flows, priority markers;
  - Updating all signal timings with the most up to date signal timing data;
- Checking junction error reports such as non-fatal errors and serious warnings and if necessary they should be assessed and corrected;
- Review of the zone boundaries if necessary to ensure consistency with the new land use changes in the Area Action Plan and wider Upper Lea Valley Opportunity Area;
- Review of the zone connectors and making necessary changes to represent the loading points with regard to critical junctions, allowing for major local influences such as car park entry/exit arrangements as appropriate;
- Updating/enhancing trip matrices with the most up to date OD data if available. It is expected that some enhancement of the trip matrices around the area of influence is required to make the validation of the model more credible; and
- Setting up appropriate local screenline and cordon counts and journey time routes for calibration and validation purposes as discussed below.

6.5.6 As noted, the trip matrices will need to be updated with a new set of OD data to better represent the existing 2014 travel patterns and trip distribution more accurately. As such the consultant is required to suggest a methodology how this could be achieved within the time scale. This should be done either by using the existing data if available (Census data, Trafficmaster OD data[4], Mobile Phone data) or if necessary obtain a new set of OD data as discussed in Section 7- Data collection.

6.5.7 It is expected that the new OD data will capture most of the trips entering the study area but there would still be some trips which would not be captured through this process.

6.5.8 The implication is that matrix estimation will still be necessary to enhance the precision of the matrices and improve the validation of the model.

Validation

6.5.9 The validation should be undertaken to establish that the traffic flows on a selection of key roads across the study area are accurately represented and overall travel patterns are consistent with the actual situation.

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[4] Recognising that TraficMaster data is biased toward fleet vehicles and may not berepresentative.

6.5.10 The validation checks should comprise:

- Assessment of local validation against screenline count data and also against other ad hoc counts including some junctions counts; and
- Comparison of the modelled and observed journey times on key routes in the vicinity of the area.

6.5.11 It is important that a high degree of validation is achieved at the area of influence and key roads. The model validation should conform to WebTAG Guideline as follows;

GEH[5] Statistics

a) Individual flows GEH < 5 with at least 85% pass rate;
b) Screenline flows (GEH for individuals < 5 links, total GEH < 4 with at least 85% pass rate;

Assigned Model Hourly Flows Compared with Observed Flows

a) Observed Flows < 700 vph Modelled flow within ± 100 > 85% of links;
b) Observed Flows between 700-2,700 vph Modelled flow within ± 15% > 85% of links; and
c) Observed Flows > 2,700 vph Modelled flow within ± 400 > 85% of links.

Journey Times

a) Observed Journey Times Modelled journey time ± 15% > 85% of routes:

6.5.12 The consultants should make sure that the screenline counts used for calibration (used in matrix estimation) are not used for validation purposes and as such some of the counts and screenlines are put aside as independent counts for validation purposes.

6.5.13 The calibration and validation screenlines should be separately identified with comparisons made for each site within the screenline and for the screenline as a whole.

6.5.14 Model improvements in the study area should not be at the expense of the whole ELHAM strategic performance. Consultants should apply an appropriate mechanism to take any changes into the future year models.

6.5.15 As stated, additional traffic surveys may be required. These should be highlighted and agreed with the Council. Scope and costing for data collection should be separately stated and quoted separately from the modelling exercise.

[5] GEH stands for Geoffrey E. Havers, who invented the validation criteria in the 1970s

6.6 Stage Three – Future Year Model – Reference Case

6.6.1 TfL will supply the forecast years ELHAM Reference Case for 2021 and 2031. Unless already included in the P3 version, the consultants are required to incorporate all the changes in network and the demand made in the enhanced base model to the TfL Reference Case to produce the scheme Reference Case scenarios. The consultant will need to ensure that the Reference Case scenarios reflect planned growth in the wider area, including local plan housing and employment growth, as well as infrastructure improvements associated with local plan development.

6.6.2 The consultants should also ensure that any committed scheme around the 5km radius is also included in the model forecast. All committed/planned schemes will need to be collated from the Council and the neighbouring borough's Spatial Planning team and agreed with the Council and all stakeholders including HA and TfL. The consultant will be responsible for producing a GIS plan of all developments together with the estimated trip generation and distribution if they are not available.

6.6.3 The Consultants are required to review the trip demand generated by the developments to ensure that they look reasonable and if necessary adjust the trip end and the trip distribution of the relevant model zones.

6.6.4 The consultants are required to undertake a quick review of the model outputs and the model performance for any excessive delays, blocking back, etc. before any scheme assessment.

6.7 Stage 4 – Option Selection

6.7.1 The consultant will need to review previous studies, including the Upper Lea Valley Transport Study[6] and the modelling work previously commissioned by Enfield. In addition, discussions will need to be held with the adjoining authorities[7] to obtain a detailed understanding of local transport issues and proposal schemes

6.7.2 The 2021 and 2031 reference cases should also be analysed to identify future network issues in the study area.

6.7.3 A long-list of possible options (approximately ten) should then be developed to address the identified network issues and a high-level evaluation undertaken of each option. The evaluation methodology will need to be agreed, but it is expected to be a qualitative assessment without any need for modelling at this stage. In addition, the specific criteria set out in Proposal 35 of the Mayor's Transport Strategy should also be considered.

6.7.4 The output of this stage will be an Option Assessment Report with a short-list of measures to be tested using ELHAM. Detailed assessment and designs are not

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[6] Link to ULV Transport Study

[7] Including the Highways Agency, Transport for London, Hertfordshire CC, Essex CC, Broxbourne DC, Epping Forest DC, LB Haringey, LB Waltham Forest, Lea Valley Regional Park Authority, City of London

required at this stage but sufficient consideration needs to be given to ensure that the package of measures proposed is deliverable. As a broad guide, it is envisaged that this stage of the project should take no more than three person weeks from the time discussion has taken place with the stakeholders and the data becomes available.

6.7.5 Scenarios to be considered should include ones falling into the following broad categories:

High Non-Car Modal Split	Package of measures to maximise public transport, walking & cycling. Package of demand management measures to reduce/retime vehicle movements
Traffic Management Options	Package of localised junction improvements/ traffic management measures
Infrastructure Options	New infrastructure to improve access to the M25 The impact of the possible future closure of the level crossings in Ordnance Road and Green Street also needs to be considered.

6.7.6 It is envisaged that three options will need to be taken forward and modelled over all time periods, together with the following sensitivity tests:

- High walking, cycling and public transport mode split (to be specified)
- High traffic growth (to be specified)

6.7.7 The sensitivity tests may not be required for all three options. In addition, they are not expected to include any network changes but should mainly involve changes to the demand.

6.8 Stage Five – Future Year Models (Option Testing) and Cost Benefit Analysis

6.8.1 This stage involves modelling of the future years 2021 and 2031 for scenarios under consideration and undertaking Cost Benefit Analysis using TUBA.

6.8.2 Approximately three scenarios should be tested over all time periods. These should be undertaken for both 2021 and 2031. All scenarios should be modelled for the AM, IP and PM weekday peak period.

6.8.3 The scenarios to be tested are not yet known but they are expected to include the type of interventions identified in para. 6.7.5 above.

6.8.4 The consultants are required to carry out cost benefit analysis of all three scenarios based on the estimated capital cost of each scenario which will be provided before the start of stage 5. In addition, the consultant is to carry out cost benefit analysis with the two sensitivity tests stated above for the preferred scenario. Each scenario will also require the production of a Transport Economic Efficiency (TEE) table. The Consultants should allow in their cost proposal for the optimism bias of the scheme cost for all three scenarios. Use of a cordon model may be required in the benefits calculation to avoid the impacts of model 'noise'

7. Data Collection

7.1 The project will involve the collection of appropriate traffic data and its incorporation within the model calibration and validation procedures. However, the consultants are required as part of their initial review of the model to assess all available data and identify any gaps in the data during the early stages of the project. The following are some of the data sets that are already available since 2009 from TfL and the Council:

Existing Data

- **TfL 2009 Screenline and Enclosure Counts** - The location of the 2009 counts from TfL are shown in Figure 5 and 6.

Figure 3 – Location of the TfL ELHAM 2009 Screenlines

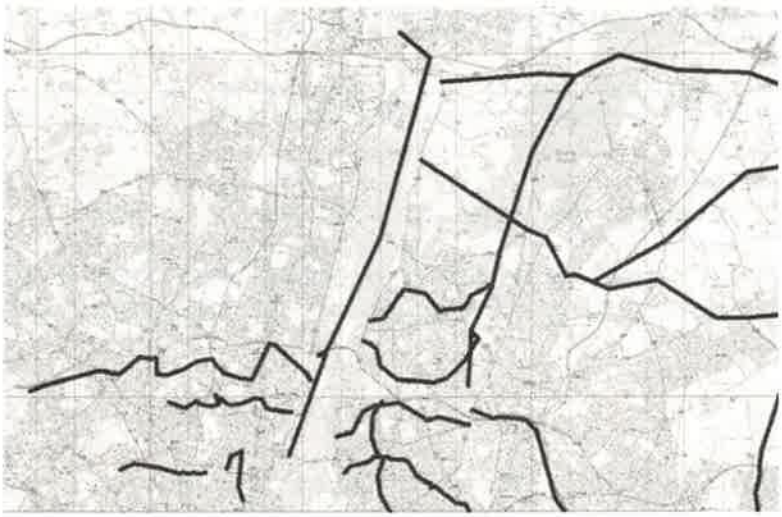
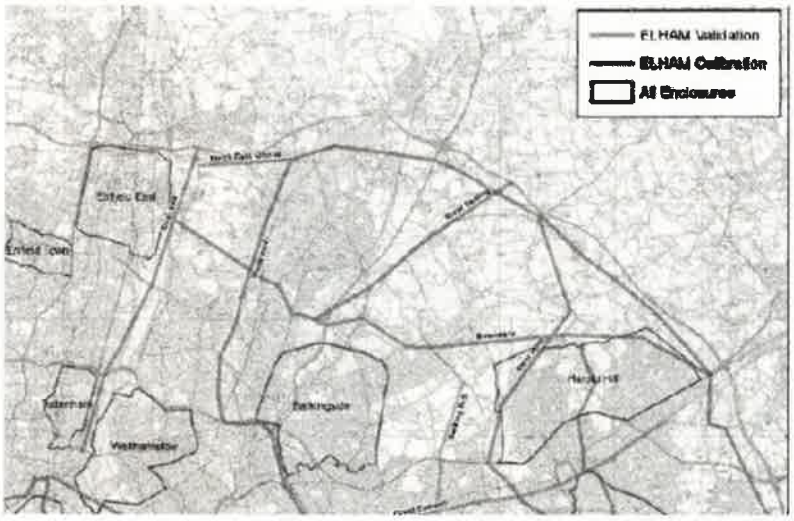
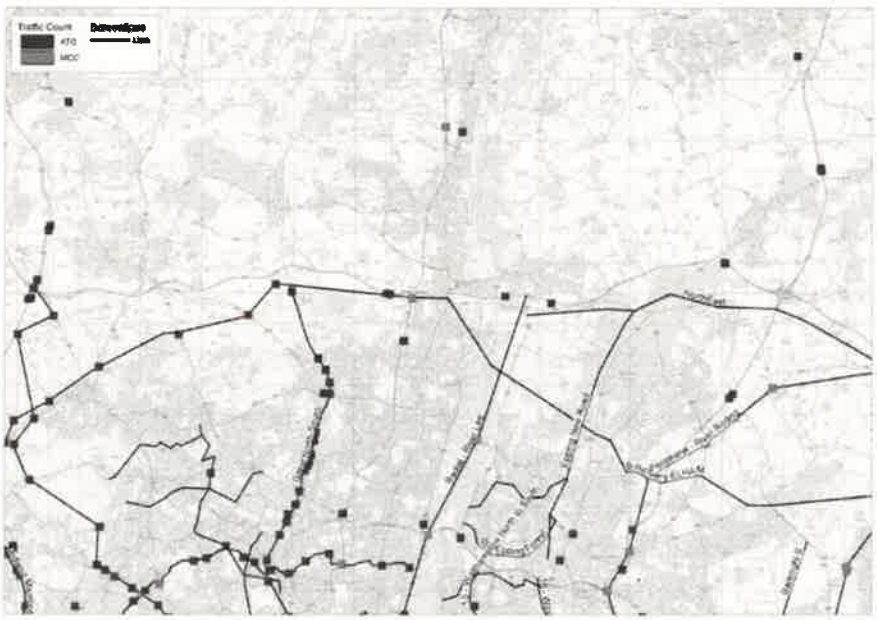


Figure 4 – Location of the TfL ELHAM 2009 Enclosures



- **TfL 2012 Counts** - The location of the 2012 counts from TfL are shown in Figure 7

Figure 5 – Location of the TfL ELHAM 2012 Screenlines



- **MCC counts on Ordnance Road and Green Street- Dec 2013-** carried out as part of Level Crossing study on Ordnance Road in Enfield Lock and Green Street near Brimsdown Station as shown in Figure 8

Figure 6- Location of MCC counts on Ordnance Road and Green Street

- **M25 Junction 25 and 26** - it is expected that some counts may be made available by the HA relating to M25 Junction 25 and 26 which could be used for this study. However, a survey of both J25 and J26 will need to be conducted as part of a new data collection discussed later in this section.

- In addition, data from other sources such as Hertfordshire and Essex is available on request.

New Data Collection

7.2 It is envisaged that the existing data will need to be supplemented with additional data (in particular on the local road network) in order to make it suitable for the purpose of the scheme assessment and provide more confidence on the model outputs. The following are some initial suggestions for the development of NGAR base model. However, it is important that the consultants specify any counts (not necessarily what is listed below) which is required for the model development and can be realistically be incorporated within the project time scale. The cost of data collection will need to be quoted separately and will not form part of the evaluation of the commercial proposal.

- **Junction turning Counts**- on approximately 15 to 20 junctions and key access points within the area of interested including M25 J25 and J26, A10, A1010, A1055, A112, A121 etc.

- **Origin Destination data.** The consultant should consider whether any OD data should be collected for enhancing the trip matrices, provided this could be achieved within the time scale of the project. Alternatively, the consultant may consider the use of some existing data such as:

  - 2011 Census Journey to Work data;

- Trafficmaster OD data; and
- Mobile phone locational data.

The consultant should make a specific recommendation about their preferred methodology to the Council in their proposal submission, including a detailed description of the methodology that they propose to use in their OD matrix update procedure. The cost of obtaining any additional OD trip information should be quoted separately in the consultant's project fee.

- **Screenline Counts** - At least 2 additional screenlines should be considered within the area of interest for the development of the NGAR model. This is in addition to the 2012 TfL screenlines stated earlier. The number of link counts forming the two screenlines is expected to be approximately 12 sites. The cost of obtaining the screenline counts should be quoted separately in the consultant's project fee.

- **Journey Time Surveys** – As well as the TfL journey times considered for ELHAM model, the consultant should carry out at least 3 additional journey time routes to include A1010, A1055 and A121. The consultant is expected to include these routes and also suggest additional journey times if required around the scheme to improve the model validation. The consultant should ensure that multiple journey times are obtained along each selected route in accordance with WebTAG. It is recommended that these routes should be extracted from Trafficmaster which will be available to the appointed consultant at the project inception meeting or shortly after.

7.3 All data should be collected for 12 hours on a weekday between Monday and Thursday during a neutral month. The ATC data should be collected for a minimum of 2 weeks.

7.4 It is required that approval for all the proposed data collection surveys (including scope, location, timing and usage) is first sought from the Council before the surveys are undertaken.

8. Deliverables

8.1 The deliverables required from this project are:

- An options assessment report at the end of Stage 1;
- Local SATURN models for AM, IP and PM in accordance with WebTAG calibration/validation criteria;
- Output of the model, land use and traffic flow data in a spatial format suitable for analysis within a GIS environment;
- Local Model Validation Report (LMVR). It is important that the buffer zones are named in the LMVR;
- Reference Case and Forecast Models;
- Report of Forecasting, option testing and Cost Benefit Analysis; and
- A report setting out the results of the strategic modelling, including a non-technical summary.

8.2 All reports to be supplied in MS Word format, with supporting information in MS Excel. In addition to regular progress meetings with the Council, the consultants

will be expected to attend and present the findings of the study (using PowerPoint) to at least the following meetings:

- Meeting with senior LBE Council staff and elected members x2;
- Enfield, Essex Herts. Borough Liaison Group - x2; and
- Cross borough officer group[8] – x3.

9 Communication

9.1 Following appointment, the consultant is required to attend an inception meeting to discuss the scope and the requirements of the data collection and the model update in detail. The consultant is also expected to attend a monthly progress meeting to discuss the progress and report on the milestones or any issues. In addition a fortnightly progress report should also be produced and sent to the Council by email. The progress report should include the work completed to date against the programme and the work ahead for the next two fortnightly periods.

10 Timescale

10.1 Completion of the SATURN NGAR model is required to meet the wider Council scheme programme. The following are the key milestones for the proposed programme:

- Appointment of Consultant - March 2015
- Undertake traffic surveys – late March 2015(before Easter)
- Data analyses and processing – late April 2015
- Calibration/Validation of the updated base model – late June 2015
- Completion of the future Reference Case models – late July 2015
- Option Testing and Cost Benefit Analysis - August/September 2015

11 Quotation Evaluation Criteria

11.1 The quotation documentation will be examined and evaluated by a small group comprising members of the Client's core project team and other partners the Client may consider appropriate. It may be deemed necessary to ask bidders to clarify any issues arising from their quote prior to the evaluation being completed. Following receipt of any clarifications, the evaluation will score the following criteria set out in the tables below.

11.2 The Client will award the contract based on the most economically advantageous quote using a weighting that assigns **70%** of the overall marks available to the Quality evaluation and **30%** of the overall marks available to the Price evaluation.

Criteria A1 through to A5 deal with the Quality aspects of the evaluation, for which responses should be made with reference to the Project Specification. Criterion B deals with the Price.

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[8] Comprising at least Enfield, Haringey, Waltham Forest, Broxbourne DC, Epping Forest DC, Hertfordshire CC, Essex CC, Highways Agency, Lea Valley Regional Park Authority, City of London, Natural England

The evaluators will review the Tenderer's response to the questions below, and evaluate against each criterion. Marks will be awarded as per the table below against each assessment criterion and evidence recorded.

A. QUALITY	Marks Available	Weighting
1. Describe and illustrate how you will fulfil the requirements of the Project Specification, using either the suggested method or any other suitable approach to derive the outputs required, with particular attention to the Key Modelling Issues identified in the brief. **Max number of words up to 2000**	10	4
2. Describe the methodology for incorporating the OD data and updating the trip matrix together with additional data required, leading to a recommended project methodology. **Max number of words up to 1000**	10	2
3. Provide evidence of relevant experience in undertaking similar traffic modelling projects including HAM models and illustrate the capability and experience of the staff that will be allocated to the project. **Max number of words up to 2000**	10	2
4. Describe and illustrate how your proposed approach demonstrates that it is reliable, yet innovative, and offers the Client value for money. **Max number of words up to 500**	10	1
5. Confirm your ability to meet the project programme, including timescales for the acquisition of the data, its incorporation within the model, the subsequent model development and the successful delivery of a fully validated model.	10	1

Marks	Acceptability	Bidder response demonstrates
0	Unacceptable	The information is either omitted or fundamentally unacceptable.
1-2	Poor	The information submitted has insufficient evidence that the specified requirements can be met and/or does not demonstrate acceptable level of quality of the proposed tender.
3-4	Fair	The information submitted has some minor omissions against the specified requirements and/or demonstrates only limited level of quality of the proposed tender.
5-6	Satisfactory	The information submitted meets the requirements and/or demonstrates an adequate level of quality of the proposed tender.
7-8	Very good	The information submitted provides good evidence that the specified requirements can be met and demonstrates a good level of quality of the proposed tender.

9-10	Outstanding	The information submitted provides strong evidence of best of sector capability to deliver the specified requirements.

Scoring Framework
The score for each of the five Quality Criteria will be multiplied by the associated Weighting to give an aggregate Quality Score, with a maximum of 100. This will then be multiplied by the Overall Quality Weighting (70%) to give a Final Quality Score, with a maximum of 70.

B. PRICE	Marks Available	% Overall Marks
1. Consultants should provide their fixed fee for undertaking the scope of works indicated in their Quality submission by providing their fixed fee against each stage of the work together with schedule of man days by each team member. An indicative cost of the additional data collection should also be provided separately. Please note that the survey cost would not form part of the evaluation. **Note:** The consultants should also provide hourly rate for each team member and in the event that further analysis or modelling work that may be required by the client	100	30%

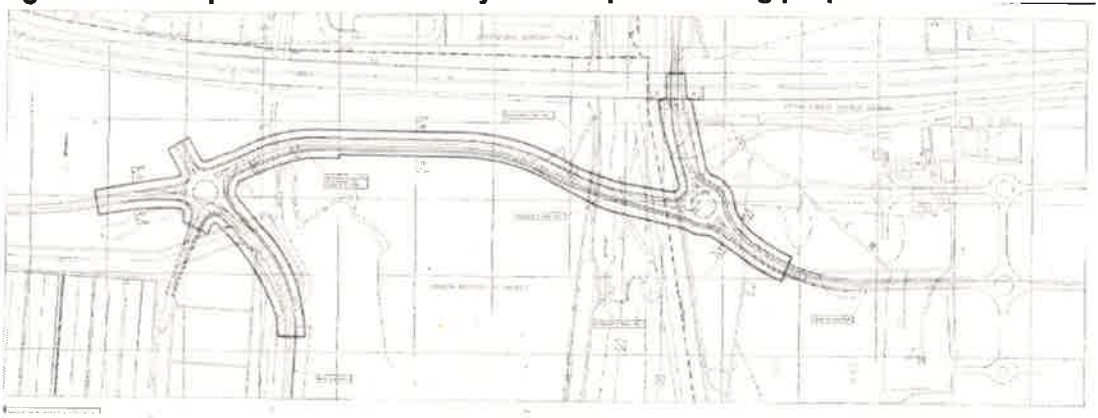
Scoring Framework
The fee proposal will be marked by awarding the full price marks available to the lowest priced quotation. Other organisations will be deducted marks based on their percentage variation from the lowest priced quotation. The marks awarded to each organisation will then be multiplied by the weighting available for the Price evaluation to generate a total Price score.

For example, the lowest quotation will receive 100 marks. This will then be multiplied by the Price weighting to return a total Price score of 30 (the maximum possible). A quotation that is 5% higher than the lowest quotation will receive 95 marks. This will then be multiplied by the Price weighting to return a total Price score of 28.5.

Appendix 1

The potential layout shown in Figure 4 is based on a new link with an approximate length of 700 meters and a carriageway width of 7.3 meters crossing over the River Lea, enabling traffic on the A1055 and A1010 corridor to access the M25 via Junction 26 in addition to Junction 25 (A10).

Figure A.1: The potential link road layout for option testing purposes



Annex 2

Northern Gateway Access Package Assessment (NGAP) Regeneration and Economic Impact Assessment

Study Specification

1. Introduction

Enfield Council wishes to procure consultancy services to conduct an assessment of the combined regeneration and socio-economic impacts arising from the proposed Northern Gateway Access Package (NGAP) which comprises a range of investments for rail and road users, pedestrians and cyclists as well as the management of travel demand and traffic across north east Enfield.

Enfield Council now wishes to complete new assessments to model the traffic impacts and to quantify the potential regeneration and economic impacts. The studies will support an internal review of the strength of the case and whether there is adequate reason to believe that the issues identified above can now be overcome.

A review of the current planning policy framework is appended to this specification.

2. Northern Gateway Access Package (NGAP)

Enfield Council wants to ensure that improvements to transport are coordinated across north east Enfield, so that there is a joined up approach to encouraging a shift towards more sustainable means of travel. The Council is leading the project known as the Northern Gateway Access Package (NGAP) which will provide this coordinating framework.

NGAP Objectives

NGAP is a package of transport improvements across north east Enfield with the objectives of:

- Improving connectivity by all modes for existing businesses and residents;
- Enhancing Brimsdown and other parts of north east Enfield as a place to do business;
- Addressing existing transport impacts, including severance, congestion and poor air quality; and
- Ensuring that the necessary transport infrastructure is in place (including pedestrian and cycle infrastructure) to support planned population and employment growth in North East Enfield and the wider Upper Lee Valley.

NGAP Projects

With the aim of improving movements around north east Enfield, NGAP comprises a range of investments for rail and road users, pedestrians and cyclists as well as the management of travel demand and traffic. The potential projects include:

- The protection of local residential areas from rat-running traffic;
- Junction improvements and local traffic management measures;
- Improved access to the M25, such as a new access link between the A1055 and the A121 to connect to junction 26 of the M25[1], mitigating the impact of the scheme in Rammey Marsh as much as possible;
- The West Anglia Mainline Enhancement project (3/4 Tracking) to bring increased train frequencies. Stakeholders are pressing for four-tracking to be delivered early in Control Period 6 (2019-2024) and this will enable Crossrail 2 to come forward. Crossrail 2 is being promoted by Transport for London and Network Rail as one of the key long term projects needed to support London's rapid growth. However, the earliest that the Crossrail 2 option would be operational and open to the public is by the early 2030s;
- Exploring the impacts of the future closure of level crossings at Enfield Lock and Brimsdown Stations. An initial baseline stage of assessment has been completed and further feasibility work is currently being explored;
- Measures to retain and improve local connectivity for pedestrians, cyclists (Includes schemes as part of LBEs Cycle Enfield Project and routes identified through NEEAAP), buses and local car journeys;
- Improved access to local railway stations;
- New and/or improved bus routes providing penetration to existing areas and future development sites; and
- Promotion of workplace travel plans and other demand management techniques, including the potential to re-time deliveries.

3. Study Objectives

The objective of the work is to provide an independent assessment of the likely regeneration and socio-economic impacts of the NGAP package of projects cumulatively and individually as far as technically possible. The impacts need to be shown with and without the package of projects. The traffic modelling alongside this study is considering scenarios defined by three broad categories:

- High non-car modal split;
- Traffic management options[2]; and
- Infrastructure options.

[1] An earlier application for an M25 link road was refused planning permission in 2002. The Inspector's Report identifies a number of issues with the case as then put forward including anomalies in the transport modelling, concerns about the level of traffic induced, the appropriateness of the proposed development being situated in the Green Belt, impacts on nature conservation, the reliability of the air quality assessment and the extent to which the proposed link road was essential to support local regeneration and economic growth.

[2] Implications on the overall network – future demand management

The purpose of the study is to allow Enfield Council to conduct a review of the relative strengths and weaknesses of the case before proceeding with more detailed planning and development work. This broad preliminary assessment, therefore, should be considered as the start of developing both a strategic and detailed business case in line with HM Treasury and DfT guidance (e.g. WebTAG) and the scope should reflect this.

Enfield Council is commissioning new strategic modelling which aims to provide a more robust model with which to identify the transport impacts.

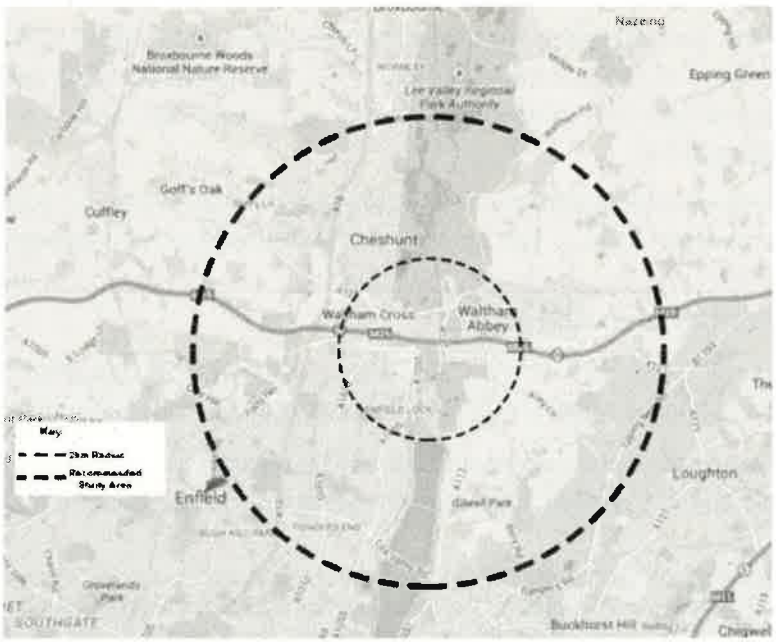
4. Study Issues to be Considered

There are a number of issues that should be considered in developing the approach to the work. The study should have a broad enough scope to cover all potential impacts and act as a scoping report from which additional in-depth work can be completed in the future to support more detailed business case development and planning applications. Where possible it should attempt to show the impacts of individual NGAP projects.

For the local impact area and its hinterland the study should complete a focussed baseline to help to:

- draw a picture of the local patterns of activity and how the economy is influenced by levels of transport accessibility[3].
- review the current levels of transport provision in and around the impact area and its hinterland for both public transport and road based transport.
- gain an insight into the role that transport constraints have on businesses and economic activity.

Modelling: Study Area Boundary for Improvements (2km and 5km)



[3] For example, about 20% of local employment remains in industrial and warehousing, which is comparatively high for London.

The modelling study area spans a number of areas and the impact assessment will need to align with these as well as consider impacts across a wider sub-regional area across north and north east London and into Hertfordshire and Essex. The modelling reference years are 2021 and 2031.

The study should identify, characterise, assess, and – where possible – quantitatively estimate the potential regeneration and wider socio-economic impacts of the scheme. Risks associated with achieving these impacts should be demonstrated explicitly to the client (including the likely evidence requirements for a public inquiry).

The study should identify a forward work programme for assessing the socio-economic impacts in a way that supports the development of a future business case and relevant WebTAG units (e.g. wider impacts, regeneration report). For example, the scale and characteristics of additional economic benefits of the NGAP package and its elements above the do-nothing case could include improved market access, improved labour supply and better inter-business connections.

Since 2002 economic activity has grown in the area[4] and business and other investment has continued. The study should therefore seek to show the range of constraints affecting business growth in the impact area with evidence from specific firms, sites and localities as appropriate.

The study should consider forecast and potential economic[5] and demographic growth for the local and wider area and highlight the implications of this growth for travel patterns commuting, and land use activity. In short, how important is the NGAP in supporting future growth?

The study report should therefore:

a) Identify an appropriate impact area that considers both strategic and local issues (across a number of authorities).

b) Consider the strategic case for the investment (e.g. how Enfield compares with the locational offer of other competing locations, the needs of road based firms and sectors, recent trends in mobile investment, the area's role in the London-Stansted-Cambridge corridor).

c) Complete an economic baseline by examining a selected range of indicators to show the recent performance of the land, property and labour markets[6] together with the characteristics and dynamics of businesses that make up the local impact economy and quality of life for local residents.

d) Describe how the area's economy operates, and the role transport plays within it, including an analysis of particular sectors' use of and dependence on transport.

e) Provide evidence of the perceived and actual barriers to economic development in NE Enfield and the surrounding area including but not exclusively focussed on road

[4] The Innova Business Park has continued to be developed (including some residential and educational uses on the western side) along with the development of the Sainsbury distribution centre to the east of the location of the proposed NGAR. Overall around 1,140 firms are based on Enfield's industrial estates accommodating more than 17,800 workers.

[5] Logistics and warehousing is forecast to grow in the future in the borough

[6] Impacts on labour market distribution trends, supply of skilled to lower grade employment

transport. This should show the level of business demand and support for the NGAP package. As well as secondary data, it is likely that a detailed survey of business and other road users across the impact area would offer a very useful evidence base, perhaps comprising around 300 respondents.

f) Provide at least 20 case studies of individual businesses to give a detailed understanding of the ways in which the activities of firms in different sectors are affected by the current situation;

g) Outline the likely impact and implications of the Crossrail 2 station option (including the change in frequency, capacity and connectivity) on the land use mix and economic activity around Brimsdown;

h) Provide an initial assessment of the likely scale of the economic impacts of the NGAP package over and above a "do nothing" scenario. These effects could include:

- impacts of the NGAP package on business and employment including employment effects associated with benefits to existing businesses through journey time savings and transport cost savings;
- net additional employment through release of land for employment;
- indirect and induced employment from indigenous growth, inward investment and new starts-ups; and
- distribution of employment to the deprived wards in the surrounding areas.

If a transport or a land-use model is used for assessing the package, explanation of how the model(s) are used should be given.

A range of information exists to support the study including:

- The specification for the modelling work for NGAP including proposed impact area;
- The 2002 Inspector's Report;
- Regional and sub-regional context (e.g. London Plan, ULV OAPF adopted in July 2013, London Stansted Corridor Consortium research and evidence base);
- Local Planning documents including the NE Enfield Area Action Plan and Baseline (both April 2014); and
- Other documents (e.g. Enfield Industrial Estates Strategy 2013, Enfield Employment Land Review 2012, Enfield Council's response to Crossrail 2 consultation).

5. Deliverables

A report identifying and estimating the potential regeneration and socio-economic impacts of the package and its constituent elements is to be provided.

All reports should be provided in draft final format at least four weeks before the final report, in order to identify potential issues and allow a dialogue with the client.

Three (3) copies of all final reports are required in bound format, including any maps and charts, plus an electronic version on memory stick must be provided to the client by the

agreed dates. Any calculations are to be provided separately on an easily accessible and formatted Excel spreadsheet to allow for future updating.

All reports to be supplied in MS Word format, with supporting information in MS Excel. In addition to regular progress meetings with the Council, the consultants will be expected to attend and present the findings of the study (using PowerPoint) to at least the following meetings:

- Meeting with senior Council staff and elected members x2;
- Enfield, Essex Herts. Borough Liaison Group - x2; and
- Cross borough officer group[7] – x3.

6. Communication

Following appointment, the consultant is required to attend an inception meeting to discuss the scope and the approach to any primary and secondary research in detail. The consultant is also expected to attend a monthly progress meeting to discuss progress and report on the milestones or any issues. In addition a fortnightly progress report should also be produced and sent to the Council by email. The progress report should include the work completed to date against the programme and the work ahead for the next two fortnightly periods.

7. Timescale

Completion of the impacts study is required to meet the wider Council scheme programme. The following are the study milestones linked to the proposed programme:

- Appointment of Consultant - March 2015
- Draft Impact Report – June 2015
- Final Impact Report – August/September 2015

8. Quotation Evaluation Criteria

The quotation documentation will be examined and evaluated by a small group comprising members of the Client's core project team and other partners the Client may consider appropriate. It may be deemed necessary to ask bidders to clarify any issues arising from their quote prior to the evaluation being completed. Following receipt of any clarifications, the evaluation will score the following criteria set out in the tables below.

The Client will award the contract based on the most economically advantageous quote using a weighting that assigns **70%** of the overall marks available to the Quality evaluation and **30%** of the overall marks available to the Price evaluation.

Criteria A1 through to A5/A6 deal with the Quality aspects of the evaluation, for which responses should be made with reference to the Project Specification. Criteria B deals with the Price.

[7] Comprising at least Enfield, Haringey, Waltham Forest, Broxbourne DC, Epping Forest DC, Hertfordshire CC, Essex CC, Highways Agency, Lea Valley Regional Park Authority, City of London, Natural England

The evaluators will review the Tenderer's response to the questions below, and evaluate against each criterion. Marks will be awarded as per the table below against each assessment criterion and evidence recorded.

A. QUALITY	Marks Available	Weighting
1. Describe and illustrate how you will fulfil the requirements of the Project Specification, using either the suggested method or any other suitable approach to derive the outputs required, with particular attention to the Key Research Issues identified in the brief. **Max number of words up to 2,000**	10	4
2. Describe the approach to obtaining primary and secondary data including sample sizes, leading to a recommended project methodology. **Max number of words up to 1,000**	10	2
3. Provide evidence of relevant experience in undertaking similar studies and illustrate the capability and experience of the staff that will be allocated to the project. **Max number of words up to 2,000**	10	2
4. Describe and illustrate how your proposed approach demonstrates that it is reliable, yet innovative, and offers the Client value for money through efficiencies / effective delivery. **Max number of words up to 500**	10	1
5. Confirm your ability to meet the project programme, including timescales for the acquisition of the data, its incorporation within the model, the subsequent model development and the successful delivery of a fully validated model.	10	1
6. Provide a statement of your capability and experience to provide additional services (following the impact study) to support the package of projects (including the link road) through to planning consent. **Max number of words up to 500**		

Marks	Acceptability	Bidder response demonstrates
0	Unacceptable	The information is either omitted or fundamentally unacceptable.
1-2	Poor	The information submitted has insufficient evidence that the specified requirements can be met and/or does not demonstrate acceptable level of quality of the proposed tender.
3-4	Fair	The information submitted has some minor omissions against the specified requirements and/or demonstrates only limited level of quality of the proposed tender.
5-6	Satisfactory	The information submitted meets the requirements and/or demonstrates an adequate level of quality of the proposed tender.
7-8	Very good	The information submitted provides good evidence that the specified requirements can be met and demonstrates a good level of quality of the proposed tender.

9-10	Outstanding	The information submitted provides strong evidence of best of sector capability to deliver the specified requirements.

Scoring Framework

The score for each of the five Quality Criteria will be multiplied by the associated Weighting to give an aggregate Quality Score, with a maximum of 100. This will then be multiplied by the Overall Quality Weighting (70%) to give a Final Quality Score, with a maximum of 70.

B. PRICE	Marks Available	% Overall Marks
1. Consultants should provide their fixed fee for undertaking the scope of works indicated in their Quality submission by providing their fixed fee against each stage of the work together with schedule of days by each team member. The cost of any proposed business survey should also be separately itemised within the total fixed fee. **Note:** The consultants should also provide hourly rate for each team member and rates offered if further work is required by the client	100	30%

Scoring Framework

The fee proposal will be marked by awarding the full price marks available to the lowest priced quotation. Other organisations will be deducted marks based on their percentage variation from the lowest priced quotation. The marks awarded to each organisation will then be multiplied by the weighting available for the Price evaluation to generate a total Price score.

For example, the lowest quotation will receive 100 marks. This will then be multiplied by the Price weighting to return a total Price score of 30 (the maximum possible). A quotation that is 5% higher than the lowest quotation will receive 95 marks. This will then be multiplied by the Price weighting to return a total Price score of 28.5.

9. Policy Framework

There are a number of policies that are supportive of the proposed investment and these include:

The London Plan (2011) - The current London Plan is more supportive of road capacity improvements than the previous version. In particular, Policy 6.12 (Road Network Capacity) states that: "The Mayor supports the need for limited improvements to London's road network, whether improving or extending existing capacity, or providing new links, to address clearly identified significant strategic or local needs".

Upper Lee Valley Opportunity Area Framework (2013) - The OAPF provides planning framework for the delivery of some 56,000 people and 15,000 jobs by 2031. This is predicted to result in some 50,000 additional trips in the morning peak. With respect to connections to the M25, the OAPF states: *'Improvements to rail and other infrastructure will be essential to relieving congestion and improving the environment in the Upper Lee Valley. Issues of connectivity and congestion on the road network will remain, however, as will the local impact of heavy goods vehicles travelling along A1055 Bullsmoor Lane and Mollison Avenue, having a negative environmental impact. The opportunity should therefore be taken to consider the benefits of a package of measures which might assist in addressing the*

issues of poor connectivity. TfL is working with Enfield Council to undertake technical analysis of the opportunities for improved highway connections between A1055 Mollison Avenue and the M25, the results of which will help determine appropriate next steps'.

Enfield Core Strategy (2010) - Core policy 24 in the Core Strategy sets out the Councils position regarding improvements to the road network. With regards to NGAP, the Core Strategy states: *'The Council will work with partners to continue to consider the potential merits, benefits and impacts of a Northern Gateway Access Package to improve accessibility and movements within north east Enfield and to support existing and new businesses in the Upper Lee Valley'.*

Proposed Submission North East Enfield Area Action Plan (2014) - The North East Area Action Plan covers an area stretching from the M25 southwards to Ponders End. It includes the communities of Enfield Lock, Enfield Highway, Ponders End, Turkey Street and Southbury. The AAP is a shared strategy that provides a clear planning policy framework for decisions about existing issues and problems, as well as a guide to inform the future comprehensive regeneration, development opportunities and targeted investment.

The AAP sets out an overview of the issues and opportunities in relation to movement within North East Enfield, as well as connections to the wider area. North East Enfield appears to have relatively good transport links - it is close to the M25, and there are two rails lines and five stations. However, access to the M25 is indirect, convoluted and congested - this is particularly problematic for the logistics / distribution businesses based in NEE. Train services are infrequent - there are generally only two trains per hour.

Improving access and movement for all modes within NEE is a key issue, particularly if Enfield is to accommodate housing and employment growth in the future. Consultation with local businesses has highlighted transport as a key issue. Much of Enfield's business and residential communities currently relies on motor vehicle travel. It is essential that the use of more sustainable forms of transport is encouraged and a balance is struck between the need for good access to the area and the need to promote the principles of sustainable travel. The AAP promotes active forms of travel (walking and cycling) from the strategic down to the neighbourhood level with policies that aim to overcome existing and potential future severance caused by the north-south railway lines.

Further detail on transport and movement issues is provided in the Baseline Update document that accompanies this AAP. In summary, the key challenges and opportunities are to:

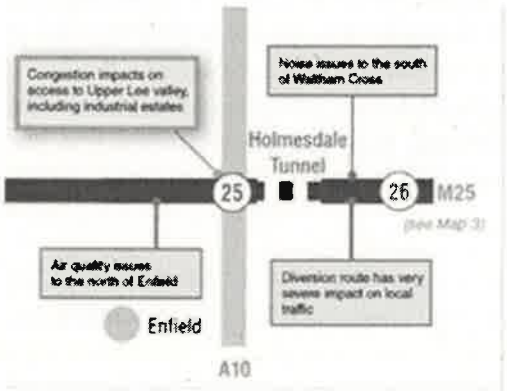
- Coordinate transport improvements across NEE as a whole through the delivery of the Northern Gateway Access Package (NGAP);
- Secure a shift away from less sustainable means of transport (principally the private car) to more sustainable modes such as public transport, walking and cycling;
- Making the most of the opportunity presented by improvements to train services as a result of the West Anglia Mainline Enhancement Project;
- Examining the implications on existing level crossings with the West Anglia Mainline Enhancement project;

- Address the issues of severance presented by the railway lines by improving east-west connections for all modes of transport, but especially for cyclists;
- Improve bus services so that buses become a more attractive and reliable service; and
- Design the road network to provide quality streets for people and vehicles.

Road Task Force Report (2013) - The Mayor set up the Roads Task Force to undertake a strategic review of London's road network. This included an examination of 14 case studies, including the A1055 Bullsmoor Lane. This concluded:

- *'Growth in the ULV is expected to put further pressure on Bullsmoor Lane, increasing the current levels of congestion at junctions with the A1010 and the A10. Interventions are required to improve air quality, reduce the high noise levels, reduce severance and address the poor-quality public realm.*
- *In the short and medium-term, improved traffic control could help manage congestion, while traffic calming and Better Streets improvements could be made in the more sensitive sections of the road'.*
- *'For the longer-term, an alternative or replacement connection to the M25 should be investigated to enhance connectivity between the growth area and the SRN while improving living conditions for local residents'.*

Highways Agency London Orbital and M23 to Gatwick Route Strategy Report (2014) - Recognition of the following issues:



Initial engagement on possible impacts on M25 (including J26).